

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXII. No. 4029. 號七廿月五年六十七百八千一英

HONGKONG, SATURDAY, MAY 27, 1876.

日五初月五年子丙

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET, 30, Cornhill, GORDON & GOTH, 121, Holborn Hill, E.C. BATES, HENDY & Co., 4, Old Jewry, E.C. SAMUEL DEACON & Co., 160 & 164, Leadenhall Street.

NEW YORK—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally—BRAN & BLACK, San Francisco.

CHINA—SWANSON, QUINER & CAMPBELL, Amoy, Swatow, & Hongkong; HENDER & Co., Shanghai, LAKE, CRAWFORD & Co., and KELLY & Co., Manila, C. HENDERSON & Co., Macao, L. A. DA GRAÇA.

BANKS.

COMPTOIR D'ESCOMPTE DE PARIS.
INCORPORATED BY NATIONAL DEBENTURES OF 7TH AND 8TH MARCH, 1848.
BY IMPERIAL DECRET OF 25TH JULY, 1864, AND 31ST DECEMBER, 1866.
Recognized by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

PAID-UP CAPITAL, 80,000,000 2,200,000
RESERVE FUND, 20,000,000 800,000

HEAD OFFICE—14, Rue Bergère, Paris.
LONDON AGENCY—144, Leadenhall St., E.C.
AGENCIES—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (Ile de la Réunion), Hongkong, Shanghai and Yokohama.
LONDON BANKERS—Bank of England, Union Bank of London.

HONGKONG AGENCY.

INTEREST ALLOWED
ON Current Deposit Account at the rate of 2 per cent. per annum on the monthly minimum balance, and on Fixed Deposits at rates which may be ascertained at the office.

CHR. DE GUINÉ, Manager.

Offices in Hongkong: Bank Buildings, Queen's Road, Hongkong, May 14, 1876. j1

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 100,000 Dollars.

COURT OF DIRECTORS.

Chairman—E. R. BELLING, Esq.
Deputy Chairman—AD. ANDRE, Esq.
J. F. CORDES, Esq. **S. W. POMEROY, Esq.**
H. HOPKINS, Esq. **F. D. SASSOON, Esq.**
A. McIVER, Esq.

CHIEF MANAGER.

Hongkong, . . . JAMES GREIG, Esq. Manager.
Shanghai, . . . EWEN CAMERON, Esq.
LONDON BANKERS—London and County Bank.

HONGKONG.

INTEREST ALLOWED
ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, February 17, 1876.

Notices of Firms.

NOTICE.
WE have authorized Mr. HUGO LUBBS to sign our Firm at Poochow per Procuration.
SIEMSEN & Co.
Hongkong, May 15, 1876. j15

NOTICE.
I have this day authorized Mr. J. Y. Y. SHAW to sign my name per procuration.
A. MACG. HEATON.
Hongkong, January 1, 1876.

NOTICE.
THE Interest and Responsibility of Mr. J. ALABOR in our Firm ceased on the 31st December last. The Business will be carried on under the style of MEYER & Co.
MEYER, ALABOR & Co.
Hongkong, April 29, 1876. my29

Notices of Firms.

NOTICE.
WE have Established branches of our Firm at Haiphong and Hanoi. Mr. E. CONSTANTIN is authorized to sign by procuration in Tonquin.
LANDSTEIN & Co.
Hongkong, December 31, 1875.

NOTICE.
THE Undersigned have entered into Co-partnership from the First day of January, 1876, in the Business of Shipbrokers at this Port, under the style of MORRIS & RAY.
A. G. MORRIS.
E. C. RAY.
Bank Buildings,
Hongkong, February 3, 1876.

NOTICE.
THE Undersigned has been appointed SURVEYOR to LLOYDS REGISTER at this Port.
R. H. CAIRNS.
1, Club Chambers,
Hongkong, April 20, 1876.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

FRIDAY,

the 2nd of June, 1876, at Noon, at the Harbour Master's Office,—

The Government Steam Launch "BLANCHE".
The Launch is very Strongly Built of Teak, with Copper Fastenings. Speed 7 miles an hour. The Boiler is nearly new, and she is fitted with fresh water Tanks and Iron Coal Bunkers.
The Launch is capable of carrying 43 Passengers when going outside the Harbour, and 61 when plying inside the Harbour. Order for inspection can be obtained by applying to the Harbour Master.

TERMS OF SALE—Cash on the fall of the hammer, and the Launch to be at the purchaser's risk on the fall of the hammer.
J. M. ARMSTRONG,
Government Auctioneer.
Hongkong, May 25, 1876. j12

For Sale.

FOR SALE.
DANISH BEER from the TUBORG FABRIKKER.

LANE, CRAWFORD & Co.
Hongkong, May 15, 1876. my30

NOTICE.

TUDOR COMPANY.
ON and after this Date, the Retail Price of our NATURAL ICE will be ONE CENT per Pound.

JOHN F. HORGAN,
Agent.
Tudor Ice House,
Hongkong, May 4, 1876. tf.

TAKASIMA COLLIERY.

JARDINE, MATHESON & Co., Agents.

FOR SALE. Large Takasima Coal, at \$8 per ton, ex Godown. Small Takasima Coal, \$6 per ton, ex Godown.
Apply to
T. G. GLOVER,
No. 7, Queen's Road, and at East Point.
Hongkong, May 15, 1876.

Intimations.

TEN DOLLARS REWARD.
LOST or STOLEN.
(On the 23rd Instant.)
A SMALL Black and White PEKING PUG (Female), answers to the name of "JOSIE". Any Person giving information that will lead to her recovery will receive the above Reward.
G. B. EMORY.
Hongkong, May 25, 1876. my29

NOTICE.
DR. STOUT will be absent after MONDAY, the 29th of May, for a few weeks. Upon his Return he proposes Resuming the Scale of his Charges Twenty-five per cent.
Hongkong, May 23, 1876. my29

FURNITURE WAREHOUSE.

A. KING & Co. beg to inform the Public that their "Furniture Show Rooms" are now in Zealand Street, No. 2, opening into Queen's Road, next to the Comptoir d'Escompte de Paris, where they have all descriptions of ELEGANT and ENGLISH-MADE FURNITURE, necessary for completely Furnishing a Gentleman's Residence.
Also, CHINESE and JAPANESE CURIOUS, FINEST EBONY CARVED TABLES and CHAIRS of every kind may be had on reasonable Terms.
Hongkong, May 11, 1876. no13

Intimations.

THE MEDICAL HALL,
37, Queen's Road, Hongkong.
ESTABLISHED 1853.
TH. KOFFER, Proprietor.
Hongkong, April 28, 1876. ap28
HONGKONG.

Chs. J. GAUPP & Co.,
WATCHMAKERS & JEWELLERS,
38, Queen's Road,
NAUTICAL INSTRUMENTS,
CHRONOMETERS,
&c., &c., &c.,
Carefully Repaired, Cleaned and accurately rated under guarantee.
All Repairs in the above line done at reasonable rates and with despatch.
Hongkong, May 1, 1876. tf.

AH YON,
SHIPS' COMPRADORE AND STEVEDORE,
No. 57, Praya West.
SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.
Of the best quality and at the shortest notice.
Hongkong, May 1, 1876.

IN CONSEQUENCE OF THE REDUCTION OF THE PRICE OF THE "SHANGHAI COURIER AND CHINA GAZETTE,"

IT WILL BE THE CHEAPEST DAILY PAPER IN CHINA and as a large

INCREASE OF CIRCULATION MAY BE CONFIDENTLY ANTICIPATED, THE

ADVANTAGE TO ADVERTISERS IS OBVIOUS.

F. KRUPP'S CAST STEEL WORKS,
Essen (Germany).
Sole Agent for China,
F. PEIL,
HONGKONG, SHANGHAI, COLOGNE (Germany).

AFONG,
PHOTOGRAPHER,
by appointment, to
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;
and to
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,
Wyndham Street, formerly ATHLETIC CLUB.

HAS on hand the Largest and Best collection of Views, &c., of Amoy, Fuzhou and all the different Chinese Ports. Also, a large assortment of Photographic Albums, Frames, Writing Cases, Desks and many other ornamental and useful articles too numerous to mention.
Hongkong, May 15, 1876.

LOONG SHING & Co.,
DEALERS IN ANCIENT CHINESE CURIOSITIES AND HOUSEHOLD FURNITURE,
No. 34, Wellington Street, HONGKONG. [an24]

NOTICE.
P. & O. S. N. COMPANY.

THE "HINDUSTAN" leaving here with the Mail of the 29th May, and subsequent Mail Steamers, until further notice, will proceed direct to Southampton.
A. McIVER,
Superintendent.
Hongkong, May 8, 1876.

Shipping.

Steamers.
NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.
The Company's Steamship "MENZIEH,"
Captain PASQUIN, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.
G. DE CHAMPEAUX,
Agent.
Hongkong, May 26, 1876.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.
The Company's Steamship "ANADYR,"
Captain DE BUTLER, will be despatched for SHANGHAI shortly after her arrival from Europe.
G. DE CHAMPEAUX,
Acting Agent.
Hongkong, May 26, 1876.

Shipping.

Steamers.
OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUZ CANAL.
The Company's Steamship "CAPTEOR" will be despatched on the 28th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, May 25, 1876. my28

FOR MANILA.
The Steamship "ESMERALDA,"
Captain THEBAUD, will be despatched as above on MONDAY, the 29th Instant, at 3 p.m.
For Freight or Passage, apply to
A. MACG. HEATON,
Hongkong, May 25, 1876. my29

FOR SWATOW, AMOY & FOOCHOW.
The Steamship "NAMO,"
Captain WESTON, will be despatched for the above Ports on TUESDAY, the 30th Instant, at 10 a.m.
For Freight or Passage, apply to
DOUGLAS LAURIE & Co.
Hongkong, May 25, 1876. my30

FOR SINGAPORE AND PENANG.
The Steamship "CHEOPS,"
Captain DRYDEN, will be despatched for the above Ports on TUESDAY, the 30th Instant, at 4 p.m.
For Freight or Passage, apply to
AH YON.
Hongkong, May 25, 1876. my30

STEAM TO YOKOHAMA.
The P. & O. S. N. Co.'s S.S. "BOMBAY" will leave for the above place a few hours after the arrival of the *Thetis*, with the next English Mail, instead of the *Sunda* which was previously circulated.
A. McIVER,
Superintendent.
Hongkong, May 23, 1876.

CASTLE LINE OF STEAMERS.
FOR SHANGHAI.
The Steamship "GORDON CASTLE,"
expected here on or about the 22nd Instant, will have immediate dispatch for the above Port.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, May 20, 1876.

Sailing Vessels.

FOR SINGAPORE AND MAURITIUS.
The A 1 German Bark "WODAN,"
Captain MEYER, will have immediate dispatch as above.
For Freight or Passage, apply to
MEYER & Co.
Hongkong, May 23, 1876. tf.

FOR LONDON.
The A 1 British Clipper Bark "BRITISH CROWN,"
W. ANDERSON, Master, having the greater part of her Cargo engaged, will have quick dispatch as above.
For Freight, apply to
MEYER & Co.
Hongkong, May 11, 1876.

FOR FOOCHOW (DIRECT.)
The British Ship "THERMOPYLE,"
will be despatched for the above Port on or about the 31st Instant.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, May 25, 1876.

FOR MANILA.
The Spanish Brig "SAN LORENZO,"
Picó, Master, will have quick dispatch as above.
For Freight or Passage, apply to
R. RADIOS & Co.,
Agents.
Hongkong, May 18, 1876.

FOR LONDON.
The 3/4 L. 11 German Bark "J. H. JESSEN,"
RAMMUSSEN, Master, will load for the above Port, and will have quick dispatch.
For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, May 8, 1876.

FOR MELBOURNE & SYDNEY.
The A 1 British Bark "MAQUIS OF ARGYLE,"
Captain MCKENZIE, will have immediate dispatch for the above Ports.
For Freight or Passage, apply to
ROZARIO & Co.
Hongkong, April 21, 1876.

Shipping.

Sailing Vessels.
FOR SAN FRANCISCO.
The A 1 American Bark "WEALTHY FENDELTON,"
Capt. BLANCHARD, will load for the above Port, and will be despatched on or before the 10th June.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, May 19, 1876. j10

FOR SAN FRANCISCO.
The A 1 British Ship "MARGARITE,"
JAMES OWEN, Master, will load for the above Port, and will have quick dispatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, March 27, 1876.

FOR LONDON.
The A 1 British Clipper Ship "COMMISSARY,"
Captain HUNTER, will load for the above Port, and will have quick dispatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, May 19, 1876.

FOR LONDON.
The A 1 British Clipper Bark "HOPE,"
Capt. BOUVIER, will load here for above Port, and will have immediate dispatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, May 11, 1876.

FOR NEW YORK.
The A 1 American Ship "CHARTER OAK,"
SMITH, Master, will load here and at Whampoa, and will have quick dispatch as above.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, March 27, 1876.

FOR SAN FRANCISCO.
The A 1 American Ship "ANNIE FISH,"
HOFESSE, Master, will load here for the above Port, and will have quick dispatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, May 12, 1876. j1

FOR SAN FRANCISCO.
The A 1 American Ship "COMET,"
BRAY, Master, will load here for the above Port, and will have quick dispatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, May 12, 1876. j1

NOTICES TO CONSIGNEES.

FROM LONDON AND SINGAPORE.
THE S. S. LORNE, Capt. BUTCHER, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored by the Undersigned at their Godowns, whence and from the Wharf or Boats delivery may be obtained.
Cargo remaining undelivered after the 31st Instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, May 25, 1876. my3

FROM ANTWERP AND SINGAPORE.
CONSIGNEES of Goods by the above Steamer are hereby notified that their Cargo will be landed and stored at their risk into the Godowns of the Undersigned, whence and from the Wharf or Boats delivery may be obtained.
Cargo remaining in store after the 3rd Proximo will be subject to rent.
Optional Cargo will be sent on, unless notice to the contrary be received before Noon To-morrow.
Bills of Lading will be countersigned by
MEYER & Co.,
Agents.
Hongkong, May 24, 1876. j13

OCEAN STEAMSHIP COMPANY.
CONSIGNEES per Company's Steamer *Albatross* are hereby notified that the Cargo is being discharged into craft and landed at the Godowns of the Undersigned, in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 28th May, 1876.
Goods undelivered after 5th June, 1876, will be subject to Rent.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, May 25, 1876. j15

Notices to Consignees.

FROM LONDON AND SINGAPORE.
THE S. S. Glenfallach, Captain BOGG, having arrived, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk and stored by the Undersigned in their Godowns, whence and from the Wharf or Boats delivery may be obtained.
Optional Cargo will be forwarded to Shanghai unless notice to the contrary is given before 2 p.m. To-day.
Cargo remaining undelivered after the 29th Instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents S. S. Glenfallach.
Hongkong, May 22, 1876. my29

CASTLE LINE OF STEAMERS.
GORDON CASTLE,
FROM LONDON AND SINGAPORE.

THIS Steamer having arrived, Consignees of Cargo are hereby informed that their Goods are being landed, at their risk, into the Godowns of Mr. A. MacG. HEATON, whence delivery may be obtained.
Consignees wishing to receive their Goods on the Wharf are at liberty to do so.
Optional Cargo will be forwarded on, unless notice to the contrary be given before Noon To-morrow.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 30th Instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, May 22, 1876. my30

BRITISH SHIP BELTED WILL,
FROM LONDON.
CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.
Cargo impeding the discharge of the Vessel, will be landed and stored at Consignees' risk and expense.
VOGEL, HAGEDORN & Co.,
Agents.
Hongkong, May 5, 1876.

S. S. ESMERALDA, FROM MANILA.
CONSIGNEES of Cargo per above Steamer are hereby informed that their Goods are being landed and stored at their risk by and in the Godowns of the Undersigned, whence delivery may be obtained.
No Fire Insurance has been effected.
A. MACG. HEATON,
Agent.
Hongkong, May 22, 1876.

GERMAN BARK DEUTSCHLAND, FROM HAMBURG.
CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.
Cargo impeding the discharge of the Vessel, will be landed and stored at Consignees' risk and expense.
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, May 18, 1876.

CONSIGNEES of Cargo per German bark IPHIGENIA, MATZEN, Master, from Hamburg, are requested to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.
Consignees will have to sign an Average Bond before countersignature of the Bills of Lading.
WM. FUSTAU & Co.,
Agents.
Hongkong, April 24, 1876.

COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE TO CONSIGNEES.
CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Acting Agent.
Ex Hongkong, March 10, 1876.
R. M. No. 29, One case Merchandise, from Marseilles.
Ex S. S. Sindh, April 7, 1876.
105 (in diamond) 60 bagging, from Galle.
Ex S. S. Meikong, April 19, 1876.
1 B \$30/41—4 cases Merchandise, from F O London.
Ex Ava, May 2, 1876.
O F P 100 bag Gum, from Bombay.
Ex Amaze, May 14, 1876.
C A W \$20/21—2 cases Amber.
H N m/o 5 " Merchandise.
P G 5 " Wine.
P V 5 " " "
A D 9 " Sundries.
Brandis & Co., 4 " Wax.
Hongkong, May 19, 1876.

Intimations.

NOTICE.

WITH a view to the immediate Reduction of the Large and Valuable STOCK of JEWELLERY, WATCHES, and CLOCKS,

SILVER and ELECTRO-PLATED WARE, NAUTICAL INSTRUMENTS, MUSICAL BOXES, &c., &c., &c., OF THE LATE

Mr. G. B. FALCONER, the Administratrix to the Estate has resolved that it shall be placed at the disposal of Purchasers at Prices CONSIDERABLY UNDER THE ORIGINAL COST.

The Stock, which is well known to be the Largest and most Complete in the East, or out of London, has been all selected from London and other Manufacturers of the highest eminence for quality, exquisite finish, and artistic designs, so that probably no such opportunity can present itself again to buyers of selecting from a Stock so Magnificent with such inducements.

The Stock will be open for Inspection at the Greatly Reduced Prices on and after MONDAY, the 22nd instant.

G. FALCONER & Co.
Queen's Road, Hongkong,
May 19, 1876.

COSMOPOLITAN DOCKS.

THE DOCKS being now completed, are capable of DOCKING any size VESSELS frequenting this Port, and executing any REPAIRS required.

A large quantity of SPARS, LUMBER, IRON, COPPER, YELLOW METAL, &c., &c., always kept in Stock at cheap rates.

Length of Dock, 465 Feet.
Breadth do., 92
Depth of Water, Springs, 24
do. do., Neaps, 21

The following Rates will be charged until further notice:—

Recoopering, including Dockage, Shoring, Labor, Felt, Pitch, Tar and Oakum, 80 cents per sheet.

Painting Iron Steamers, including Dockage, 2 Coats Paint and 1 Coat Tallow, 35 cents per Ton Gross Register.

Painting Iron Steamers, including Dockage, 1 Coat Paint and 1 Coat Tallow, 50 cents per Ton Gross Register.

For further particulars, apply to

W. B. SPRAIT & Co.,
9, Praya East,
Hongkong, April 20, 1876.

THE MERCHANTS' MARINE INSURANCE COMPANY, LIMITED, OF LONDON.

SUBSCRIBED CAPITAL, £500,000.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, are prepared to issue Policies of Marine Insurance at current rates, payable in London, India, Australia, New Zealand, Straits, Mauritius, Java, Manila, China, Japan, California, &c., &c.

ADAMSON, BELL & Co.
Hongkong, March 24, 1876.

Note.—By the Company's Articles of Association it is provided that, after payment to the shareholders of a dividend of 10 per cent. per annum, one fourth of the residue of profits will be rateably divided amongst those Insurers out of whose business profits have been made during the year.

STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED, OF HANLEY.

SUBSCRIBED CAPITAL, £250,000.

THE Undersigned, having been appointed Agents in Hongkong and Shanghai for the above Company, are prepared to issue Policies of Fire Insurance at current rates.

ADAMSON, BELL & Co.
Hongkong, March 24, 1876.

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

Taking Cargo & Passengers at through rates for HANKOW, NINGPO & PORTS IN JAPAN.

The Company's Steamship "DEUVALON" will be despatched on or about the 2nd prox. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, May 27, 1876.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Company's Steamship "GLAUCUS" will be despatched on or about the 7th prox. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, May 27, 1876.

NOTICE.

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. CO.'S S. S. ATAK, FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 1st inst. for shipment per S. S. Deuvalon BUTTERFIELD & SWIRE, Agents.

Hongkong, May 27, 1876.

To-day's Advertisements.

FOR BANGKOK.

The Steamship "MADAGASCAR," J. TREN, Master, will be despatched for the above Port on MONDAY, the 29th instant, at Noon. For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, May 27, 1876.

NOTICE.

MR. T. O. S. JENKINS is authorized to sign the name of our House at Foonchow.

HEARD & Co.
Hongkong, May 27, 1876.

NOTICE.

I HAVE this day Re-entered upon possession of the EAST POINT FOUNDRY at Bowington, in accordance with the terms of Lease of 20th February, 1871. GRANVILLE SHARP.

Bank Buildings,
Hongkong, May 27, 1876.

TO BE LET.

THE EAST POINT FOUNDRY, together with the Forges, fixed Machinery, Steam Engines, &c., &c., lately in the use and occupation of SAMUEL EASTON, deceased. SHARP & Co., Land and Estate Agents.

Bank Buildings,
Hongkong, May 27, 1876.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALLIA, German barque, Capt. Lehmeier.

Melchers & Co.

LIZZI, British barque, Captain John Inokay.—Broadbear, Anthony & Co.

IPHIGENIA, German barque, Captain Matzen.—Wm. Pustau & Co.

MARGARITA, British ship, Capt. Owens.

Vogel, Klageson & Co.

HOPE, British barque, Captain Boulton.

Gibb, Livingston & Co.

COMET, American ship, Captain William K. Bray.

BELEVED WILL, British ship, Captain J. Branthwaite.

WODAN, German barque, Capt. Meyer.

Wm. Pustau & Co.

VINDAX, British barque, Captain John Parkhouse.

RUSCON, British barque, Capt. Tinnan.

Arnhold, Harberg & Co.

ZOROYA, British barque, Captain Geo. Scarlett.—Gillman & Co.

TAVANTON, British ship, Captain James Clark.

JOACHIM CHRISTIAN, German barque, Captain H. O. Reimer.—Wm. Pustau & Co.

WILLARD MUDGETT, American barque, Captain J. B. Dickey.—Jardine, Matheson & Co.

AGVEST, German brig, Captain P. Rila.

Edvard Schellhaas & Co.

Charters Elected.

The following settlements have been effected since last Circular was published:—

British ship Commissary, 900, hence to London, private.

German bark Alma, 938, Manila to New York, private.

German bark Anna, 852, Manila to New York, private.

British bark Otogo, 346, Manila to London or to Port on the Continent, private.

German bark Wodan, 439, hence to Mauritius (via Singapore), 2580 in full.

American bark Wealthy Pendleton, 809, hence to San Francisco, private.

American bark Willard Mudgett 876, hence to Honolulu, private.

British bark Prince Arthur, 290, Foonchow to Adelaide, Sydney or Melbourne, 11,000 in full.

British ship Taunton, 888, hence to Tournon and back, \$3,500 in full, 55 lay days.

German bark Caroline Behn, 673, hence to Tournon and back, \$3,500 in full, 60 lay days.

German bark Deutschland, 269, hence to Haiphong and back, \$1,600 in full, 30 lay days.

British bark Mount Lebanon, 530, Whampoa to Tientsin (Timber), and Newchwang to Hongkong via Chefoo, \$6,500 in full, 50 lay days.

German bark Vesta, 802, Whampoa to Tientsin and back to Hongkong via Newchwang, 50 cents per picul, 35 lay days.

German bark Faugh Ballough, 259, Bangkok to Hongkong, (inside the Bar) 31 cents per picul, (outside the Bar) 20 cents per picul, 26 lay days.

German bark Ferdinand, 416, Bangkok to Hongkong, (inside the Bar) 31 cents per picul, (outside the Bar) 20 cents per picul, 35 lay days.

SHIPPING.

ARRIVALS.

May 26, Crested Ware, British barque, 345, Renoult, Newcastle (N.S.W.) March 30, Coals.—DOUGLAS LAFRAIK & Co.

May 27, Yung Ching, from Canton.

May 27, Antenor, Brit. str. 1844, Jones, Shanghai May 23, General.—BUTTERFIELD & SWIRE.

May 27, Namoa, British steamer, 862, G. T. Westoby, Foonchow May 24, Amoy 25, and Swatow 28, Tea.—DOUGLAS LAFRAIK & Co.

May 27, Riga, British steamer, 821, J. M. Clarke, Saigon May 22, Bico.—OBERG.

May 27, Danube, British str. str. 581, A. Clanchey, Bangkok May 18, Rice.—YUN FAT HONG.

May 27, Yungtze, British steamer, 783, Schultze, Shanghai May 23, General.—SIEMSEN & Co.

May 27, Estepond, British steamer, 876, Hubbuck, Swatow May 23, General.—BUTTERFIELD & SWIRE.

May 27, Nautilus, British barque, 243, O. Blockey, Newchwang May 14, Beas.—EDWARD SCHILLHAAS & Co.

DEPARTURES.

May 28, Scotia, for Newchwang.

27, Heronymus, for Swatow.

27, Chantel Queen, for London.

27, Hastings, for Oahu.

27, Pernambuco, for Saigon.

27, Amoy, for Shanghai.

27, Koro, for Shanghai.

27, Loria, for Yokohama.

27, Vancouver, for Foonchow.

27, Otago, for Guam.

27, Yungtze, for Canton.

CLEARED.

Ajak, for Shanghai.
Norma, for Swatow.
Yung Ching, for Foonchow and Shanghai.
Antenor, for London.
Margaria, for San Francisco.
Young Siam, for Bangkok.

PASSENGERS.

ARRIVED.
Per Antenor, from Shanghai for London, Capt. and Mrs. Ponting and Mr. N. Tatter, sell. For Hongkong, 3 Europeans deck and 9 Chinese.

Per Namoa, Capt. Ashton, Messrs Scott, Allohin and Sword, and 12 Chinese.
Per Riga, from Saigon, 10 Chinese.
Per Danube from Bangkok, Mr. de Costa, and 57 Chinese.

Per Yungtze, 1 European deck and 34 Chinese.
Per Estepond, 41 Chinese for Hongkong, and 83 for Saigon.

DISPARTED.

Per Ajaz, for Singapore, Mr. Sword. For Marseilles, Miss M. S. Houtter, Mrs. J. Deville, Mrs. Byrne and child, Mr. and Mrs. Coppin, Messrs. Bugar, Roy, Mr. Tracey, Mr. Nair, S. R. Russell, and Master Castel.

Per Pernambuco, for Saigon, 5 Chinese.
Per Amoy, for Shanghai, Messrs Bremner and Enville.

TO DEPART.

Per Norma, for Swatow, 200 Chinese.
Per Margaria, for San Francisco, one cabin and 77 Chinese.
Per Yungching, for Shanghai, 50 Chinese.

SHIPPING REPORTS.

The British barque Crested Ware reports: Light winds and calm throughout the passage.

The British steamer Antenor reports: Light winds and fine weather throughout. The British steamer Namoa reports: From Foonchow to Amoy had light E.N.E. winds and fine weather. In Foonchow, Straits, Europa, Braemar Castle, Genfina and Peking. From Amoy to Swatow moderate W.N.W. breeze and fine weather.

In Amoy—Straits, Hailong, Esmeralda and Fikoo. From Swatow to port, moderate N.E. winds and fine weather. In Swatow—Straits, Adria, Hochung, Douglas and Kitepona.

The British steamer Riga reports: Fine weather until yesterday, when experienced heavy squalls from the N.E., with heavy sea and much rain.

The British steamer Yungtze reports: Had southerly winds as far as Fisher Island, through the Formosa Channel fresh N.E. winds and fine weather, after passing Swatow had calm. On the 26th at 1 a.m. passed a steamer bound North supposed to be the Chingking, and on the same day at 5 p.m. passed a ship off the Lamooka, and a ship bound in to Swatow.

The British steamer Estepond reports: Fine weather throughout the passage.

CARGO.

Per S. S. Ajaz, for Continent, 354 bales Silk, 24 bales Waste Silk, 12 cases Silks, 800 boxes Tea, and 410 boxes Sundries. For London, 33 bales Silk, 10 bales Pongees, 18 cases Silks, 48 bales Tobacco, 70 boxes Essential Oil, 78 boxes Rhubarb, 13,398 boxes Tea, 281 half-chests Tea, 779 cases Sundries, 2 cases Treasure (Gold Tea, 49,800), and 5 cases Treasure (Gold \$96,900).

POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE:—

FOR SHANGHAI.—

Per YUNG CHING, at 9 a.m. To-morrow, the 28th inst.

Per AJAZ, at 8 a.m. To-morrow, the 28th inst., instead of as previously notified.

FOR SINGAPORE, SUEZ & LONDON.—

Per ANTEPOR, at 9 a.m. To-morrow, the 28th inst., instead of as previously notified.

FOR SAIGON.—

Per PENEDO, at 9 a.m. To-morrow, the 28th inst.

Per ASIA, at 1.30 p.m., on Monday, the 29th inst.

FOR SWATOW.—

Per NORNIA, at 7.30 a.m., on Monday, the 29th inst.

FOR BANGKOK.—

Per MADAGASCAR, at 11.30 a.m., on Monday, the 29th inst.

FOR MANILA.—

Per ESMERALDA, at 2.30 p.m., on Monday, the 29th inst.

FOR SINGAPORE AND PENANG.—

Per CHEOPS, at 3.30 p.m., on Tuesday, the 30th inst.

FOR HAINAN (via CANTON).—

Per H. L. M. S. SHEN CHI, at 5 p.m. on Tuesday, the 30th inst.

FOR HOIHOW & HAIPHONG.—

Per WASHI, at 5 p.m., on Tuesday, the 30th inst.

MAILS BY THE FRANKLIN PACKET.—

The French Contract Packet AMAZON, will be despatched on SATURDAY, the 10th June, with Mails to and through the United Kingdom and Europe, via Marseilles to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, St. Paul, and Alexandria.

Letters may also be forwarded to India by this Packet, but can be paid only as far as Ceylon. The postage to Ceylon must be prepaid. Such letters should be marked "Paid to Galle only" they will go on from Galle as unpaid.

The following will be the hours of closing the Mails, &c.:—

Friday, 8th June.

5 p.m. Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Saturday, 10th June.

7 a.m. Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m. Registry of Letters closes.

11 a.m. Post Office closes except for Late Letters.

11.10 a.m. Letters (but Letters only) addressed to the United Kingdom, India, or Hongkong may be posted on payment of a Late Fee of 15 cents extra postage, until

11.30 a.m., when the Post Office closes entirely.

ALFRED LISTER, Postmaster General.

General Post Office, Hongkong, May 27, 1876.

General Memoranda.

TUESDAY, May 30:—

10 a.m.—Namoa leaves for Swatow, Amoy and Foonchow.

4 p.m.—Cheops leaves for Singapore and Penang.

Goods per Gordon Castle undelivered after this date subject to rent.

WEDNESDAY, May 31:—

Thermopyla leaves for Foonchow (direct) on or about this date.

Goods per Loria undelivered after this date subject to rent.

Shipping Orders regarding Optional Cargo ex Ajaz for shipment per Deuvalon must be obtained from the Agents not later than this date.

THURSDAY, June 1:—

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer Oceanic leaves for Yokohama and San Francisco.

9 p.m.—Meeting of Zetland Lodge.

FRIDAY, June 2:—

Noon.—Sale of Steam Launch Blanche at Harbour Master's Office.

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

Deuvalon leaves for Shanghai on or about this date.

SATURDAY, June 3:—

Noon.—English Mail leaves for Ports of Call and Europe.

Goods per Koro undelivered after this date subject to rent.

MONDAY, June 5:—

Goods per Ajaz undelivered after this date subject to rent.

WEDNESDAY, June 7:—

Glauco leaves for London on or about this date.

THURSDAY, June 15:—

3 p.m.—American Mail leaves for Yokohama and San Francisco.

SATURDAY, Sept. 30:—

Claims against the Estate of Dang Jang, Leong Alok, John Dodd Smith, Ah Fong, James Freeman, Tong Quang, Hung Chew Sz Ki, and Felipe A. de Souza, deceased, must be proved on or before this date.

MEMOS. FOR TO-MORROW.

RELIGIOUS SERVICES.

St. JOHN'S CATHEDRAL.—The Right Reverend Bishop Burdon; The Rev. R. Hayward Kidd, Colonial Chaplain. On the First and Third Sundays in each Month:—At 11 a.m., Morning Prayer, Sermon and Celebration of the Holy Communion. On the Second and Fourth Sundays in each Month (and Fifth, if any):—Morning Prayer, Litany and Sermon. On all Sundays:—At 6 p.m., Evening Prayer and Sermon. On Wednesdays: at 5.30 p.m., Evening Prayer (shortened form), and recitation of Scripture. On all Holy Days:—At 8 a.m., celebration of the Holy Communion.

Military Service.—Rev. W. H. Baynes M.A.—At 8 a.m., Morning Prayer and Litany alternately, Sermon and Celebration of Holy Communion every Sunday.

Union Church.—Minister, Rev. James Lamont. Morning Service, at 11 a.m. Afternoon, 5 p.m.

St. FRANCIS'S CHURCH.—Rev. W. H. Baynes, M.A. Service at 5 p.m. every Sunday. All seats free. Morning Prayer and Communion on the First Sunday in each month at 11 a.m.

St. STEPHEN'S MISSION CHURCH.—Rev. A. B. Hutchinson, and Rev. Lo Sam Yuen. (All Services in Chinese.)—Morning Prayer:—Litany, Ante-Communion, and Sermon, at 11 a.m. Bible Class, at 3 p.m. Preaching, at 6.30 p.m. Holy Communion, 1st Sunday in Chinese month.

BERLIN FOUNDLING HOUSE.—Service in the German language, by Pastor E. Klitzke, every Sunday, at half-past ten a.m., in the Chapel of the Berlin Foundling House, West Point.

Shipping.

INQUESTS.

An Inquest was held this afternoon (27th) at the Government Civil Hospital by Mr. James Russell, Coroner, with Messrs C. Danenberg, J. F. Nazer and Otto Kees, on the body of a young Chinese woman named Chai Pik To.

The Coroner said this was a case of a woman aged 21 years, and residing at No. 11 Kwai Wah Lane, who was supposed to have died of poison. She was the concubine of Wan Hui Sheung. The peculiarity of this case was that, this was the same man who had a concubine who died of poison about the 8th Moon last year, and the Court would have, therefore, to go into the case fully.

The first witness called was P. C. No. 10, Wm. Baker, who proved the finding of the body of the deceased in the house in question. Witness was on Charge Room duty, and was sent down by Sergeant O'Connor to bring the body to the hospital. He found traces of fluid of a light red colour at the corners of her mouth and on the front of her dress. The deceased was quite dead then. This was about 2 a.m.

Dr. Wharry, M.D., Superintendent of the Civil Hospital, stated that he had made a post mortem examination of the deceased this morning. There were marks of contusions and bruises about the mouth, and there was a bruise on the gum of the lower lip. There was no bruise on the outside. There were one or two abrasions on the surface of the temple. (The witness spoke so inaudibly that much of his evidence was not heard though only at a few feet distance. He was understood, however, to say that the deceased died of opium. The external marks of bruises could not have been caused by the woman taking poison herself.)

Wan Hui Sheung, the husband of the deceased, was called in to have the evidence of the doctor read over to him. He accounted for the bruises about the mouth, by the fact that a brass instrument had been inserted into her mouth in order to open it and administer an emetic. This witness was then declared and examined closely as to his previous life—when he married, and how often he had married. He could not account why the deceased took poison; she and his wife lived very comfortably. About a fortnight ago, the deceased told witness that she had a dream in which she dreamt that a female had a bowl of opium and said "take it, it is very sweet." She took it and vomited. This awoke her, and she related the dream to witness the next morning. With a told her to get some joss-sticks, and worship at the door, believing that the evil spirit had got hold of her. She said "I don't believe in an evil-spirit, the evil-spirit might as well worship me." So she did not make the offerings. The deceased did not complain of anything yesterday morning when witness let for his shop. She appeared in her usual health and spirits. He attributed the deceased taking opium to the influence of the evil spirits. He could not say where she got the opium from.

Soong Ashu, the head district watchman of No. 4 District, was called. He knew nothing of the case beyond the fact of its being reported to him. He had made inquiries but failed to elicit any information. Yuen An, a female servant in the house, was next examined. She did not know where the deceased got the opium from. She could not account why she took opium. She lived peacefully with all in the house. The inquest was then adjourned till Wednesday next at 3.30 p.m. at the Magistrate's for further enquiries.

FOOCHOW.

An occasional correspondent writing from Foochow says:—

On the 8th May instant, a native servant to a foreigner at the Pagoda missed a leg of mutton from the room, where he practised his culinary art. Suspecting that it had been stolen by some light-fingered gentleman and disposed of at some of those shops which supply the shipping with provisions, he went to the Kwong Sing Tai ship Company's shop with the view of searching for it, or failing thereof to buy another leg for his master's table. He took the precaution to enter through the back door and discovered a rather large number of legs and shoulders of mutton hanging on pegs. He scrutinized them and fancied that he could recognise among them the identical one that had been stolen from him. He at once returned to the house and persuaded his master to accompany him to the shop to claim what he thought to be his property. The shopkeeper disputed his claim and refused to accede to his demand for its return. Both master and servant, being unable to substantiate their claim, then retired; but shortly afterwards some petty officers attached to a small guard-station at the Arsenal went to the shop in question and created a disturbance, charging the people with receiving stolen goods. Whether these officers acted on their own sense of duty or were moved by the complaint of the cook, I cannot say. But high words appeared to have been passed between the disputants got to blows, and a scuffle ensued between the two parties, in which the latter came off victors, having knocked down one of the petty officials and injured him. The former then hastened back to the station and reported the matter to the Wei-yuen in charge. Several soldiers belonging to the Arsenal were then dispatched to the scene, when they arrested three of the shop-keepers, who were then brought to the Wei-yuen's little Yamen. There they were kept in the stocks for one night, and were the next day transmitted to the District Magistrate for trial on a charge of cutting and wounding and of receiving stolen property. The tables were, however, soon turned, and the Wei-yuen was suspended and deprived of his office, for indiscreetly despatching the soldiers of the Arsenal without proper authority, having been first obtained. The Wei-yuen had a narrow escape of losing his button as well.

On the same day more than ten houses situated in Men-an-Po street, outside the South Gate, tumbled down, burying underneath them more than one hundred persons. The down-fall was supposed to have been caused by the recent excessive rains which had probably and ruined the foundations. As to the exact number that were killed, I cannot tell, but I believe they do not exceed thirty. In my next, I will give you an account of the habits and customs of the people here.

Police Intelligence.

(Before the Hon. C. May.)

27th May, 1876.

CUTTING TREES.

Chun Ahing, a coolie, was charged by P. C. Ball Singh, No. 625, with the above offence. He was discovered cutting grass on the hills at Aberdeen. In doing so the defendant cut the shrubs produced in Court. Fined \$2, in default 14 days' hard labour. The Constable was awarded \$2 for the arrest.

DURK.

James McGuigan, fireman British steamer *Candia*, was fined 50 cents and to pay 10 cents chair-hire for being drunk in the street.

UNLAWFUL POSSESSION.

Lai Ayow, a hawker, was observed by P. C. 24, Fraser, through a binocular glass at Hoongham Station, to carry two heavy baskets into a passage boat, and on examination, they were found to contain 13 ounces of old copper, nails, rivets and sheet copper. Fined 50s, in default six weeks' hard labour.

CHAIR-HIRE.

Ike Brown, a seaman unemployed, engaged a chair to carry him about from place to place, and at the termination of the hire, he refused to pay for the same, being drunk at the time. The defendant, while admitting that he was drunk, said he had been robbed of some money, and he suspected the chair-coolies. It was, however, his own fault that he was robbed. Fined 50 cents and to pay 50 cents chair-hire.

STAGGERS.

Charles Frost and Robert Nevins, spamen U. S. S. *Yankee*, were arrested for being staggers, and were ordered on board their ship.

ALLEGED ASSAULT.

Mr A. Stevenson, Paymaster U. S. S. *Yankee*, was summoned by John Brown, late bill collector, Hongkong Hotel, for an assault, and the case was adjourned to this day on account of the complainant having to appear at the Supreme Court on the 23rd inst. When the case came on to-day, the complainant begged to withdraw the summons. Application granted.

There was a counter summons against the complainant by the manager of the Hongkong Hotel for an assault. But this summons was also withdrawn.

ATTEMPT TO COMMIT SUICIDE.

Ngan Mi Yuk, an inmate of a brothel, was charged with attempting to poison himself with opium. Inspector Whitehead had her removed to the hospital, where she recovered. Remanded till the 2nd June, the defendant expressing her sorrow for what she had done.

CORRESPONDENCE.

AN ACKNOWLEDGMENT.

To the Editor of the "CHINA MAIL,"

Hongkong, May 27, 1876.

Sir,—I, Francis Ashton, late Master of S.S. *Kwongtung*, deem it a duty to state publicly the gratitude felt by myself and officers for the kindness shown to us by Mr Green, head light-keeper of the Oakes light-house, and also by his assistants Messrs Luther and Rutland, when the S.S. *Kwongtung* was lost on the above mentioned Island. I regret that a Round Robin was not made out by the passengers of the ill-fated ship before they left the light-house in which they found a refuge in their necessity, in order that they might have expressed their gratitude for the kindness shown them.

It was only by great inconvenience that they were put up; you may imagine it when I tell you that upwards of sixty persons were housed in a house built to accommodate only three.

Trusting that you will find space in your valuable columns for the above,—I am, your obedient servant,

F. ASHTON.

Signed by the following Officers:—F. R. GODDE, Chief Officer; E. D. GODDARD, 2nd Officer; Wm. CLARK, Chief Engineer; Wm. STEEL, 3rd Engineer.

China.

SHANGHAI.

(N. Y. D. News.)

On the morning of the 22nd instant, a merchant seaman, much the worse for drink, was seen on the Bund, endeavouring to make a bargain with a sampan coolie to take him on board. The coolie declined, believing, as is supposed, that the man had no money, or that his condition rendered it unsafe to take him on the river. The man thereupon plunged into the water, with the evident intention of swimming to his ship. But after a few strokes he thought better of it, turned round, and swam to the shore again. There a Municipal Police Sergeant received him, and finding he was almost unable to walk, took him to the Central Police Station, where, after being properly attended to, he was placed in a cell to slumber off his debauch.

About two o'clock, on the morning of the 22nd instant, an alarm of fire was given from the French Central Police Station, which was shortly repeated from the English side, and telegraphed as was thought to Hongkong; but the repeated working of the instrument elicited no response, a messenger was sent to the Hongkong Station on foot, which led to the discovery that, owing to some defect in the instruments or wires, the message had not been received. The bell was, however, set going, and continued clanging the usual time, arousing everybody from their slumbers; but in a few minutes after the first alarm was given, a French policeman arrived at the English Central Police Station, with the information that the fire was of no extent, and had been quickly extinguished. This intelligence could not be despatched to Hongkong otherwise than by messenger again, but by this time the Fire Brigades, and Hooka and Ladders, with their apparatus, were all on their way to the supposed scene of action, only to find that they had been needlessly turned out—which would have been prevented but for the defect in the telegraphic apparatus. The English and French brigades also mustered, and got ready for action, but of course knew that their services were not required, and therefore returned home, almost before the Hongkong bell began to ring. The energy displayed on all sides is of course highly commendable; but it has

been suggested that a daily evening test of the wires, without ringing the bells, might in future prevent much needless alarm and trouble of the kind indicated.

The German barque *Diamond*, (Captain Ashmann), put into Shanghai on 21st for repairs. She left Taiwan on the 7th inst. with a general cargo for Chefoo, and on the 11th experienced a S.W. gale, and a dead calm for about half an hour, another gale arose from the N. and N.E., gradually increasing to a typhoon of four hours' duration. The hulk laboured heavily, and shipped heavy seas. The main lower topsail and foresail were completely torn away. For the following six days fine weather was enjoyed, but on the 17th, a third gale set in from the N.E. When the wind was blowing hardest, a junk collided with the barque carrying away the jibboom, smashing the bowsprit, and starting some planks in her bow causing her to leak. Two of the masts of the junk fell over the bow of the barque, but strange to say, in a short time they became disentangled and the junk sailed away, leaving behind one of her crew who had in his fright climbed on the barque for safety. The barque made water rapidly, and it was only by the constant working of the pumps that the crew were able to cope with it. Favourable weather with fine weather, they were able to run her to Shanghai, where they arrived about 4 o'clock yesterday afternoon (21st). The junk is said to be entirely to blame for the collision, and though little is now known as to her ownership, it is expected something definite will be obtained from the man left behind, who, needless to say, is closely watched by the crew of the barque.

KWEI-CHOW.

Kwei-yang Fuh, 22nd April, 1876.

The weather has been delightful for the past few days, and the newly graduated scholars, or *Sui-hais*, are having a fine time to promenade themselves, calling on their friends and relations, to thank them for presents and congratulations.

The Ti-tai, Chang Wun-teh, has returned, having, it is said, perfectly succeeded in stamping out the rebellion which threatened to become so formidable.

News from Chung-king, yesterday, is to the effect that a persecution has commenced against the Christians of that city. Four converts were killed, many wounded, in that part of the city called Kiang-pek which lies across the creek, and more than one hundred houses destroyed. This had been expected for some time, owing to a circular sent out by the Head-tai, Chang Tse-tung, calling on the people to exterminate foreigners and their property, or something to that effect. Should the Christians be compelled to raise a mass the Government will have to brace itself up for the occasion, as the converts number about 300,000 of the most enlightened members of the Sui-hai.

Here in Kwei-chow everything is quiet, excepting at Tu Shan-show, on the borders of Kwang-ai, where the magistrate has had the stupidity to issue a proclamation forbidding members of the Sui-hai from meeting or praying! General Meny has succeeded in obtaining what he thinks to be a new species of Hooded Pheasant.—Correspondent Shanghai Courier.

TIENTSIN.

A correspondent sends some further particulars about the recent fire in Tientsin, from which it appears that the loss was less serious than at first supposed:—

On Sunday, 14th instant, about 11 a.m., a fire broke out in the rear buildings of the old Shui-Yuh Miao, a temple situated just inside the South Gate of the City. This temple is the head-quarters of a mandarin named Liu Han-shan, who is in charge of the Ordnance department of the Viceroy here, and who also has workshops for making carriages for the Staffs, Guns, and for repairs, in fact, quite an Arsenal. In the rear of the temple, (and part of it) were three buildings (medium sized) used as store houses for shot, shell, muskets, and ammunition of almost every description. And only a few days before over 2,000 rockets and more than 500,000 cartridges had been removed to a magazine in another part of the city, and also all the loaded shell. Had it not been for this fortunate circumstance, the loss of property would have been immense, and many lives endangered. About 150,000 cartridges for the small bore Gatling Guns were lost, and several cases of Fuses. The wood work of six Gatling Guns was badly burned, and a few good rifles, but beyond this the loss is confined to Field Tents (common cotton cloth) of which there was a large quantity, a lot of old muskets, and a great quantity of old material of no great value, among which was old tarred rope, oakum tarred and oiled paper, and oiled cloth. The origin of the fire is unknown, but as no fire is even used or allowed in or near these store houses, it must have been a "combustion spontaneous." This is all the more reasonable, as the heat had been for days, 92 to 96 in the shade, the winds high and almost suffocating, and no rain for months. The entire loss is estimated less than £10,000.

Monday night the long-looked-for and much-prayed-for rain came, and everything and everybody looks happy.—N. Y. D. News.

YUNNAN.

(N. Y. D. News.)

The rumour gains ground, of an unsatisfactory termination to the Yunnan enquiry, and that our relations at Peking are, in consequence, very uneasy. Whether the Chinese have failed to satisfy the English Government on any point, or what that point may be, we are not aware; but we are glad to believe that the latter is perfectly in earnest; and various indications show that it is quite well prepared for any contingency.

According to intelligence received from India, Mr. Grosvenor and his party had reached Tai-ti Fu in Yunnan, on the 12th April, which was about 18 days after their departure from the Capital of the province. This was as nearly as possible the same time as that occupied by Mr. Margary on his journey between the two places, or a little quicker. The party were expected to reach Bhamo, the last stage before reaching the Burmese frontier, about the 12th May, and the British escort was to leave Bhamo on the 3rd May, for the purpose of effecting its junction with the party.

Japan.

NAGASAKI.

A Naval Court was held at the British Consulate, Nagasaki, on April 20th and 21st, to investigate the circumstances attending the wreck of the British Ship "Liberator" on April 14th, off Foochow Island.

James Wilson Vandervord, late master of the British Ship *Liberator*, deposed:—On the 1st day of April, at 1 a.m., the ship struck on a reef, on the S.W. end of the Great Loochoo Island. After using every exertion in trying to get the ship off, she became a total wreck on the 4th April, when I and the crew abandoned the ship and went on shore in the ship's boats, and received the greatest kindness from the natives, who provided us houses and everything we were in need of, during the seven days we remained on the island; we finding ourselves in provisions which we saved from the wreck. They sent us in a Japanese Steamer to Nagasaki without charging us any passage money; while on our passage, each and all of them behaved to us with the greatest of kindness.

After the case had been thoroughly investigated, and the crew examined, the Court was of opinion that the ship was lost by the Master not making sufficient allowance for current, and through a succession of rough thick weather, but exonerate him from any neglect, and consider that he used all the means in his power to save the ship and cargo after she grounded. They also considered the mate, William F. Siroe, was guilty of neglect in not taking more care to preserve the ship's log, for which he was censured. The master's certificate was returned.

On Sunday, April 30th, between three and four o'clock in the afternoon, this Settlement was thrown into a state of considerable excitement by the news spreading that a fight had taken place in the native town, near Oura, between two seamen named Nicolas Geromino, aged 38, and Andres Rimon, aged 26, recently discharged from the British Barque *Serpent*. From what we can make out it appears that they had quarrelled, and from words got to blows, at length Rimon got possession of a dangerous weapon in the shape of a rake with four prongs about five inches in length, with which he struck Geromino over the head, one of the prongs entering the head to the extent of about three inches. The wounded man was immediately conveyed to the hospital, where he expired about 24 hours afterwards, being quite unconscious from the time he received the blow until his death. Rimon attempted to make his escape, but was arrested, near the Catholic Church, by order of the British Consul, and imprisoned.

We are afraid that the time for ship passengers and freights will soon be numbered with the past. By Shanghai papers we see the *Columbia* has been chartered for Swatow, and will not return to Japan. This is ominous, and looks as if the P. & O. Co. were about to retire from the competition and leave the Mitsui Bishi monopoly, at least temporarily. It is reported on very good authority that the French Messageries Maritimes Co. will start an opposition, that its steamers instead of going up Shanghai River will discharge and receive cargo at Wusung, but we doubt the correctness of the latter, at least until the completion of the Wusung Tramway. An Agent has already been appointed in Nagasaki.

THE P. & O. AND MITSUI BISHI COMPANIES.

A correspondent of the *Japan Gazette* writes from Nagasaki as follows:—

Sir,—What is there to write about? There is at least this. To tell that the establishment of the Yokohama and Shanghai line by the P. & O. Co.'s steamers is a boon for which all foreigners ought to be thankful, and which all should support. Probably, as I myself was not aware of the circumstances under which the line has been commenced by the Company, others of your readers may be equally ignorant. I have only the information of officers connected with the company for my authority, but I entirely believe in the bona fides of my informants. It is, I fancy, a prevalent opinion in Yedo and Yokohama, that the company, having several old boats they wish to dispose of, put them on the route, to oppose the Mitsui Bishi Company, and force them to purchase them. I am told that this is far from being the case. The agent in Yokohama (he will pardon me if I am in error) reported to the directors the desirability of occupying this line, representing that at the low fares, so many Japanese were induced to travel, that there was ample traffic for both companies to prosper. Of course the Japanese travel in such numbers only between Japanese ports; very few are conveyed between Nagasaki and Shanghai. But when there are 600 or 700 of these steerage passengers, even at the low fare of one dollar between Yokohama and Kobe, it makes a good appearance in the accounts of the voyage, and justifies the recommendation. The government, as is well known, have put an obstacle in the way of Japanese travelling by any foreign steamer; and effectually have they fixed this obstacle, that it is a wonder to see any Japanese surmount it. Not only is every delay and obstruction placed in the way of the would-be travellers by the *yakuza* who have to register them, receive the capitulation tax, and grant the permit, in Yedo and Yokohama, but I am assured that persons sailing from the interior must get the permits through the officials of their own district, which renders it in most cases an impossibility to obtain them in time, and so they are compelled to go by the native company's boats. Fair competition is the very soul of commerce; and I am the last to desire anything but success to the Mitsui Bishi Company. I am also quite disposed to make every allowance for the government in its wish to protect the Japanese company. Whether the tax imposed be in opposition to the spirit of the Treaties or not I am not anxious to enquire. But I do assert that if the choice is nominally given to the Japanese to decide for themselves whether they will go by their own boats without any tax, or by foreign steamers paying a certain mite, every facility ought to be given to those who prefer the latter to act upon their preference. If I mistake not, the agent of the P. & O. Company is willing to pay the tax for such passengers as avail themselves of the company's ships; but that is useless, for the reason stated above.

At present there are but two steamers belonging to the P. & O. Company, on the line—the *Oriente* and the *Columbia*. Both are fine vessels, and with fair play are likely to be able to hold their own. I believe that the first voyage of the boat in whose cabin I am writing—the *Columbia*—was so far successful that the account showed a small balance on the right side. This, however, was principally from cargo from this port, Nagasaki to Shanghai. This voyage, we are filling up here with coal, lumber, and a small quantity of general cargo, and at Kobe we got a considerable quantity of copper. I am hopeful therefore

that the freight alone may suffice to keep up the line; for it must be evident to all that the low freights induced by the competition enable a large business to be done, which would otherwise be impracticable. The P. & O. Co. are acting on a wise and business-like principle. The passenger fares are kept at a rate that will fairly remunerate the Company; and though the Mitsui Bishi alters its day of sailing in the weeks by the latter, and carries passengers at absurdly cheap rates, the English company accepts such passengers as are willing to pay a fair price for good fare. There is no return ticket to be had from the P. & O., but the Mitsui Bishi charge less for a return ticket than the other does for a single passage. This is a bait to many; but let any one consider the difference between travelling comfortably with Europeans without any crowding, and occupying a saloon with sixty or seventy Japanese—very many of whom are absolutely ignorant of Western manners and customs: and some of whom, as I am assured by persons who have repeatedly travelled by the Mitsui Bishi boats, have hardly so much as seen foreigners before. Anything more comfortable than the passage so long as that Japanese crowd is on board can hardly be imagined; and I believe I am doing no more than justice to the P. & O. Co. as well as to travelling foreigners, in calling attention to these facts. The four boats that are most likely to be kept on the line between Shanghai and Yokohama, if the P. & O. Company are properly supported, are the *Oriente*, the *Columbia*, the *Albion*, and the *Seahawk*. There is one great advantage on this line—viz., the cheapness of Takashima coal. It is equally good for steam purposes, and can be put on board at 87 a ton. I am surprised that the P. & O. Co. use anything else in their seas, considering the excellence of the quality of the Takashima coal and the high price that is paid for all imported coal.

But enough of this. I did not and do not wish to unduly laud the P. & O. Company at the expense of the Mitsui Bishi; but I believe that foreigners will do well to support the foreign company—first because they will get much more comfort for their money; and secondly because it will keep the second line open, to the great advantage of commerce generally.

THE PAKNAM TELEGRAPH.

The following from the "Teacher of the Engineer students" to the Editor of the *Advertiser* corrects a mistake of last week's issue and gives full information regarding the Paknam Telegraph. Professor A. says: "I have just received your issue of the 27th inst. with its friendly notice of the workers on the Paknam Telegraph. Permit me to say that on the recommendation of His Excellency Chow Phyah Suawongse, Way within the laying out this line and mapping of the country it passes through was entrusted to me and my pupils, the Engineers of His Majesty's Guard, a company of students numbering 54. The construction of the line as far as Samrong was committed to my able friend P. M. S. Songkram, and with him Mr. Davidson the Telegraph Engineer commenced to work, but Mr. Davidson finding that he was required to examine the Route to Tavoy, taught Nai Mong the master blocksmith of the Engineers the art of making joints; and thus more of the work fell to the Engineers than was at first intended. A very good thing for them, as they may now set up for telegraph constructors. The first section of the work was rapidly completed, but I fell ill, and the hot weather came on and in hot weather it is impossible to do a good day's work. We are now working in a province under the control of His Excellency the Foreign Minister, who has loaned offices to clear the course and erect the posts &c. An old road which for many years has been buried in jungle has been opened out and most of the posts are in position."

FROM ANOTHER SOURCE.

Capt. Loftus and Mr. Davidson have returned from surveying the route for the line of telegraph from Bangkok to Tavoy. The line from Bangkok to Paknam is nearly ready for operation, and we may soon expect to receive lightning messages notifying us of the arrival and departure of vessels, and giving such news as will be of interest to the native and foreign community. It is hoped that the line to connect Bangkok with Penang and Tavoy will be constructed without delay and give us direct telegraphic communication with all the world.—*Siam Advertiser*.

PUTTING DOWN THE WINDOWS.

This is a season of the year when a man may expect to be suddenly called at any moment in the night to get up and put down the windows. On the advent of a thunder shower it is rarely that a man wakes first. If he should, he keeps quiet, so as not to disturb his wife, and avail himself of the first full to go to sleep again. How differently a woman acts—oh, so differently! Just as soon as she wakes up and hears it raining, she seems to lose all judgment at once. She plants both of her feet in her husband's back, at the same time catching him by the hair and shaking his head, and hysterically screams "Get up! get up! quick! It's pouring down in torrents, and all the windows are up!" He cannot wake up under such circumstances with any immediately clear conception of the case, in fact, it frequently happens that he is away on the floor before his eyes are fairly open, having but one idea really at work, and that as to what he is doing out of bed. The first thing to do is to strike a light, and while he is moving round for the matches, and swearing that some one has broken into the house and moved them from where he laid them on going to bed (which is always plausible enough), she hurls after him the following tones—"Do hurry! Mercy, how the rain is coming right into those windows! we won't have a carpet left if you don't move faster. What on earth are you doing all this time? Can't find the matches? Mercy, you ain't going to stumble round here looking for matches, are you, when the water is drowning us out? Go without a light. What a man you are! I might have better got up in the first place. Well! (departing) let the things go to ruin if you are a mind to. I've said all I'm going to, don't care if the whole house goes to smash. You always would have your own way, and I s'pose you always will, and now you can do as you please; but don't you dare open your mouth to me about it when the rain's down. I've talked and talked till I'm tired to death, and I shan't talk any more. We never could keep anything decent, and we never can! and so that's the end of it. (A very brief pause.) John Henry, are you or are you not going to shut down those windows?" Just then he finds the matches and breaks the discourse by striking a

light. He was bound to have that help before he moved out of the room. He has got the lamp lighted now. No sooner does its glare fill the room than he immediately blows it out again for obvious reasons. He had forgotten the windows were open and the brevity of his night-shirt. It almost causes him to shiver when he thinks of his narrow escape. He moves out into the other room with celerity now. He knows pretty well the direction to go, and when a flash of lightning comes it shows him on the verge of climbing over a stool or across the centre-table. If there is a rocking-chair in the house he will strike it. A rocking-chair is much surer in its aim than a streak of lightning. It never misses, and it never kills a man in but one spot, and that is just at the base of his shin. We have fallen against more than 800 rockers of all patterns and prices, and always received the first blow in the one place. We have been with dying people, and have heard them affirm in the solemn hush of that last hour, that a rocking chair always hits a man on the shin first. And when a man gets up in the dead of night to shut down windows he never misses the rocking chair. It is the rear end of one of the rockers which catches him. It is a dreadful agony. But he rarely cries out. He knows his audience too well. A woman never falls over a rocking chair, and she never will understand why a man does. But she can tell whether he has, by the way he puts down the windows when he finally reaches them. A rocking-chair window (if we may be allowed the term) can be heard three times as far as any other.—*Danbury News*.

Quotations.

HONGKONG, May 27, 1876.

OPUM.—New Fama, cash... 555
" Old Fama, cash... 557
" New Benares, cash... 575
" Old Benares, cash... 575
" New Malwa, cash... 575
" Old Malwa, cash... 575
" Allowance Tael, 24 s 98
" Old Malwa, cash... 580
" Allowance Tael, 24 s 98

CAMPHOR...
QUICKSILVER...
SALTPETRE...

Exchange.

Bank, 6 months' sight... 8 10/16
Credit, 6 months' sight... 8 11/16
On Calcutta, Bank demand... 229
" Bombay demand... 229
" Shanghai demand... 724
" Shanghai, 30 days' sight... 724
Bar Silver, 17, dwt. B...
" Specie...
Mexicans... 8 2 6
Gold Leaf... 26.15
English Sovereigns... 5.12
Australian Sovereigns... 7 4 9

Shares.

Hongkong Bank, 2% prem. d.k. Fire Ins. Co., \$530
China Fire Ins. Co., \$155
I. K. & W. Dock Co., 35% dls.
China Trade Ins. Co., \$1080
Union Ins. Society of Canton, \$650
Chinese Insurance Co., \$312
North China Ins. Co., Tls. 815, ex div.
J. & J. Marine Ins. Co., Tls. 84 ex return.
Hankow Ins. Association, Tls. 650
S. S. Navigation Co., Tls. 650
H. K. O. & M. S. Boat Co., 11 dls.
Shanghai Steam S. S. Co., Tls. 11 dls.
Hongkong Hotel Co., \$45 dls.
Chinese Imperial Loan, \$108

Temperature.

HONGKONG, May 27, 1876.
(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)

Thermometer—9 A.M. ... 78.4
Do 1 P.M. ... 80
Do Maximum ... 80
Do Minimum over night ... 73
Barometer—9 A.M. ... 29.990
Do 1 P.M. ... 29.954

Shipping Intelligence.

HOME SHIPPING.

The following is taken from the latest London Papers:—

DEPARTURES.

Jan. 10, Echo, from London to Hongkong.
Jan. 13, Antipodes, from Cardiff to Hongkong.
Jan. 17, Alex. McNeil, from Cardiff to Hongkong.
Jan. 17, Oward, from Liverpool to Hongkong.
Jan. 19, Sophie, from Cardiff to Hongkong.
Jan. 20, Forward Ho, from London to Yokohama, &c.
Jan. 31, Lord Macaulay, from Newport to Hongkong.
Feb. 1, Neorhus (str.), from Cardiff to Hongkong.
Feb. 2, Evelyn, from London to Hongkong.
Feb. 4, Undine, from London to Shanghai.
Feb. 6, Paul Marie, from London to Shanghai.
Feb. 6, Scotia, from London to Hongkong.
Feb. 8, Kalso, from London to Hongkong.
Feb. 26, Susanna, from Hamburg to Shanghai.
March 2, Mary L. Stone, from Cardiff to Hongkong.
March 3, P. J. Carleton, from New York to Shanghai.
March 14, Moonlight, from Lewes Del to Shanghai.
March 18, Min, from London to Hongkong.
March 17, Ida, from London to Yokohama.
March 18, Benefactor, from New York to Hongkong.
March 18, Hans, from Hamburg to Shanghai.
March 20, Gustav and Marie, from Hamburg to Hongkong.
March 21, Moss Glen, from London to Hongkong.
March 21, Marianna, from Havre to Saigon.
March 21, Julie, from Havre to Saigon.
March 21, Boogley, from Boston to Hongkong via Hongkong.
March 23, Ollurann, from Cardiff to Hongkong.
March 23, J. O. Munro, from London to Hongkong.
March 23, Oregon, from Cardiff to Hongkong.
March 31, Sophie O., from Marseilles to Saigon.
LOADING FOR CHINA AND JAPAN PORTS.
At London.—Steamers via Suez Canal.
Tartar.
Sailing Vessels.
Cashmere, Peeran.
Lothair, Wyle.
F. S. Thompson, Enfield.
Hallowes, Melick.
Lucia, At Liverpool.
Tartar, (S.S.)

grateful for the great benefit I have
 received by taking Norton's Camomile
 Pills applied to my severe Bilious
 Colic for some abominable Pills, that I find
 themselves from which I feared
 taking pain for a length of time, having
 nearly every remedy prescribed, but
 not deriving any benefit at all.
 taking two bottles of your valuable
 was quite restored to my usual
 health. Please give this publicity to
 the benefit of those who may thus be
 relieved. I am, Sir, yours truly, HENRY ALLEN
 — To the Proprietors of Norton's
 Camomile Pills. — 25/1/76

POSTAL RATES.

[Subjoined we give the postal rates now in force for transmission of correspondence to all parts of the world. Detailed rules affecting the transmission of packets, parcels, &c., will be found annexed, together with a number of miscellaneous and useful notices.]

Hongkong Rates of Postage.

(Revised January 1st, 1876.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per four ounces, unless otherwise stated.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

(Br.) means By British Packet; (Fr.) by French Packet; (U.S.) by United States Packet. D. P. means Double Postage; O. P., cannot be paid; C. S., cannot be sent; L., at Letter Rate.

TOWNS POSTAGE (Victoria) Letter, Newspaper, Book, or Pattern, 2 cents.

RATES BY PRIVATE STEAMER.—To the United Kingdom, see Table given below. To all other places the rate is, Letters, 8 cents; Newspapers and Prices Current, 2 cents; Books and Patterns, 6 cents, which must be prepaid, except when the address is to India.

Correspondence to India by Private Ship cannot be prepaid by Indian Mail prepayment is optional.

Asia, U. S. Packet, Australia, &c.,

E. Africa, St. Helena, Ascension, Malta.

LETTERS.—Ports of China and Japan, Macao, United States (U. S.), Bangkok, Manila, Singapore, Penang, India, Ceylon, Aden, Malta, 8 cents.

Except India, Ceylon, and Aden, by French Packet, 12 cents.

Batavia, 12; Saigon and Pondicherry, (Fr.) 12; New Caledonia, (Fr.) 12, 1/2 oz.

Zanzibar, Natal, Cape, St. Helena, Ascension, 20; Mauritius, 22.

Alexandria and Suez, (Br.) 12, (Fr.) 12, 1/2 oz.

Australia, New Zealand, Tasmania, Fiji, 24.

REGISTRATION, 8 cents, except Straits, Batavia, India, Aden, Suez, (Br.) Zanzibar, &c., Australia, &c., 12; Saigon, Pondicherry, Alexandria, (Fr.) and Suez, (Fr.) double postage. There is no Registration to Bangkok, New Caledonia, or Zanzibar.

NEWSPAPERS (To all the above places) 2 cents.

BOOKS AND PATTERNS, 6 cents, except Malta, W. Africa, St. Helena, Ascension, 8. Books to New Caledonia, Letter Rate; Patterns cannot be sent by French Packet to Pondicherry, New Caledonia, Alexandria, or Suez, and cannot be paid to Saigon.

Australia, New Zealand, Tasmania, Fiji, 1 oz., 2 cents; 2 oz., 4 cents; Every 4 oz., 8 cents.

The United Kingdom.

Superscription.	Letters.	Books & Patterns.
via	1 oz. 2 oz. Every 4 oz.	
Brindisi (Br.)	18	12
Marseilles (Fr.)	30	12
Southampton (Br.)	24	12
S. Francisco (U.S.)	24	12
By Priv. Steamer	24	12
via Brindisi	24	12

Registration Fee, 8 cents.

PARCEL POST.—There is a common relief in the existence of a Parcel Post by which such articles as Fans, Curios, Silk Dresses, Scarves, Jewellery, Artificial Teeth, &c., can be forwarded at low rates. It cannot be too distinctly stated that such things can only be sent as Letters, and the very cheapest rate is 12 cents per half ounce by Private Steamer.

All such packages should be Registered (8 cents).

If the Parcel be heavy it can be sent through one of the Parcel Expresses conducted by Messrs. Lane, Crawford, or Mr. W. H. Noddy, which, for anything over 4 or 5 ounces, will be found cheaper than the Post.

Continent, &c. of Europe.		(Fr.) via Brindisi.	(Fr.) via Trieste.	(Fr.) via Marseilles.
Austria,	Letters	18	22	18 ½ oz.
Belgium,				
Germany,				
Holland,	Nw.pra.	4	4	O.P.
Hungary,	Bks. }			
Luxemburg,	Pta. }	10	10	O.P.
Switzerland,				
Denmark,	Letters	18	24	18 ½ oz.
Farøe Is.,				
Helligoland,	Nw.pra.	4	6	O.P.
Iceland,	Bks. }			
Courmays,	Pta. }	10	14	O.P.
Swedia,				
Norway,	Letters	18	26	18 ½ oz.
Sweden,	Nw.pra.	4	6	O.P.
Russia,	Bks. }			
Finland,	Pta. }	10	14	O.P.
REGISTRATION		12	12	D.F.
on all the above				

